

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,353 號叁拾伍百叁千叁萬第 日肆初月十年六十二緒光 HONGKONG, TUESDAY, DECEMBER 25th, 1900. 式拜禮 號五十五月十年百九千壹英港香 PRICE \$2½ PER MONTH

DISINFECT
WITH
WATSON'S HYGIENOL.
(REGISTERED).
A. S. WATSON & CO. LIMITED,
THE HONGKONG DISPENSARY.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S
SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'s Selection.
Sole Agents for it—
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine Old Highland Whiskies are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of SIEMSEN & CO.

Hongkong, 26th July, 1897.
CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

"SPECIAL BLEND" WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies.
Apply to
SIEMSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.
TIME TABLE.
WAVE DAVE.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
11.30 a.m. to 3.00 p.m. Every quarter of an hour
3.30 p.m. to 4.30 p.m. Every quarter of an hour
4.30 p.m. to 5.30 p.m. Every ten minutes
Night cars at 8.45 p.m., 9.45 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
NATURATE.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 3 p.m. Every quarter of an hour
Night cars at 8.45 p.m., and 9 p.m., and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 35 & 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 1st May 1899.

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOL" CYCLES, and we also supply fittings of every description. Repairs executed with promptitude and skill. Enamelling a specialty.
MCKIRDY & CO.
43 & 45A, QUEEN'S ROAD EAST.
Hongkong, 3rd November, 1899.

RUINART PERE & FILS, REIMS.
Established 1719.
"CHAMPAGNE GROWERS AND SHIPPERS."
Ship only the Finest Quality Extra Dry (Green Seal) LAUTS, WEGENER & CO. Sole Agents.
Hongkong, 17th May 1897.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 37½ lbs. net weight.
\$3.00 per Bag of 250 lbs.
SHEWAN, TOMES & CO.
General Managers.
Hongkong, 2nd July, 1900.

THE VICTORIA DISPENSARY, HONGKONG.
AERATED WATERS
SIMPLE AERATED WATER
LEMONADE
SODA WATER
SARSAPARILLA
GINGER ALE
TONIC WATER
RASPBERRYADE
LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.
[38]

FURNISHING DEPARTMENT.
WINTER SEASON'S GOODS JUST ARRIVED.
COMPLETE HOUSEHOLD FURNISHING.
LARGEST STOCK OF BEDSTEADS, CARPETS, LINOLEUMS, CURTAINS, &c. IN THE EAST.
ESTIMATES FREE.
LANE, CRAWFORD & CO.

CUTLER, PALMER & CO.
ESTABLISHED IN LONDON IN 1815.
SHIPPERS TO CHINA FOR 75 YEARS.
Their Brands are favourably known all over the World.
The following are some of their Stocks with the undersigned—
SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT
\$22.50 PER DOZ.
\$20 PER DOZ.
Distinguished by 4 Stars on the label.
This fine Wine is old, soft, and of grand flavour. See analysis and certificate by Professor Cassal.
DOURO PORT,
\$14.25 PER DOZ.
A fine, full, and fruity wine.
AMOROSO SHERRY,
\$20 PER DOZ.
LA TORRE SHERRY,
\$16.75 PER DOZ.
A natural and most pleasant wine to the taste.
C. P. & Co.'s OWN SPECIAL BLEND WHISKY,
\$10.75 PER DOZ.
Very soft, palatable, and mature.
EVERYBODY SHOULD TRY THESE ITEMS, THEY ARE UNEQUALLED AT THE PRICE.
AGENTS—SIEMSEN & CO., HONGKONG.

BITTERS.
ANGOSTURA (SIEGERTS).
PEACH.
AMER D'OR (LUXARDO).
DANVITA.
ORANGE.
C. O. Q. (COCKTAIL BITTERS).
POMERANZEN.
CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.
15, Queen's Road.
Hongkong, 18th December, 1900.

COTTAM & CO.
DRESS SHIRTS.
DRESS TIES.
DRESS SHOES.
DRESS GLOVES, &c., &c.
SCHLITZ WORLD FAMED BEER
IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.
TONIC AND REFRESHING.
SOLE AGENTS—
WATKINS, LIMITED,
CHEMISTS, AERATED WATER MANUFACTURERS, AND COMMISSION AGENTS.
HONGKONG.

PHOTOGRAPHIC
PLATES, PAPERS AND CHEMICALS.
EASTMAN'S KODAKS, FILMS AND ACCESSORIES.
DEVELOPING AND PRINTING UNDERTAKEN.
A. CHEE & Co.,
17A, QUEEN'S ROAD, HONGKONG.

THE VICTORIA DISPENSARY, HONGKONG.
AERATED WATERS
SIMPLE AERATED WATER
LEMONADE
SODA WATER
SARSAPARILLA
GINGER ALE
TONIC WATER
RASPBERRYADE
LEMON SQUASH.
SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.
[38]

SPARKLING WINES.
BURGUNDY.
PER CASE QUARTS 28.00
PINTS 28.00
HOCK.
PER CASE QUARTS 28.00
PINTS 25.00
H. PRICE & CO.,
12, QUEEN'S ROAD.

XMAS GOODS! XMAS GOODS!
JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.
A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.
ALSO A FINE DISPLAY OF PARISIAN TOYS
FOR BOYS AND GIRLS OF ALL AGES.
RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.
G. GIRAULT,
6, QUEEN'S ROAD CENTRAL.

W. BREWER & CO.
CHRISTMAS CARDS!
CHRISTMAS PRESENTS!
FOR ALL AGES.
A LARGER STOCK THAN EVER.
Nos. 23 & 25, QUEEN'S ROAD.

LETTS AND SMITH'S DIARIES
LOLLINS and LETTS'S BLOTTING PAD DIARIES
TUCK'S ELEGANT CALENDARS
ANGLO-CHINESE DATE BOOK, &c., &c.
1901

GOVERNMENT NOTIFICATION.
No. 1187.
TENDERS with Detailed Specifications will be received at the Colonial Secretary's Office up to NOON of FRIDAY, the 1st February, 1901, for the Construction and Supply of TWO WOODEN or COMPOSITE STEAM FERRY BOATS for the JOHORE STRAITS. (See Admiralty Chart No. 2403.)
Length 90 feet over all.
Breadth not less than 17 feet.
Maximum draft 7 feet.
The vessels to be of sufficient stability to carry passengers on a shoal dock about one half of their length.
To be driven by single or twin screw engines at a speed of 24 knots on the measured mile. If composite built, the frames and scantlings throughout to be accessible for painting and preservation from corrosion. Ceiling to be dispensed with as far as possible, whilst ceiling there is to be of hard wood. The outside planking to be of teak of substantial thickness.
If of wood to be built of Java teak or Panaga crooks for frames, &c. with teak planking and hard wood ceiling.
The boats to be sheathed to well above the water line with 18 oz. yellow metal.
Tenders must state the price—1st with fittings to burn liquid fuel, carrying a sufficient supply to steam about 600 knots; and 2nd with fittings for burning wood fuel—5d with fittings which can be altered for burning liquid or wood fuel as found expedient.
The boats must be built for and fitted with towing hooks and other fittings and gear for towing a 30-ton tugboat.
One short mast forward for light and signalling and a teak wood dingy to be supplied with each vessel.
First Class and Native passenger accommodation to be separate. Space for baggage to be provided below.
Any further information can be obtained from the Master, Attendant, Singapore. The Tenders to state the date on which the boats can be completed and delivered in Singapore.
The Government does not undertake to accept the lowest or any tender.
Colonial Secretary's office, Singapore, 22nd October, 1900.

LESSONS IN FRENCH
NEW and easy method of learning French in a few months, mainly by conversation, by a Frenchman. Terms very moderate.
Please address—
B. B.
Care of Office of this Paper.
Hongkong, 15th December, 1900.

MASONIC BALL
A MASONIC BALL will be held in the CITY HALL on MONDAY, the 4th February, 1901.
(Subsequent lists will be found in the Clubs and leading Offices of the Colony.)
For further information apply to the undersigned.
E. W. MITCHELL,
Hon. Secretary,
15, Queen's Road.
Hongkong, 24th December, 1900.

CHRISTMAS HOLIDAYS.
IN accordance with Ordinance No. 6 of 1875, the undermentioned Banks will be CLOSED for the transaction of Public Business TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY), the 25th and 26th instant respectively.
For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
T. P. COCHRANE, per Manager, Hongkong.
For the HONGKONG & SHANGHAI BANKING CORPORATION.
T. JACKSON, Chief Manager.
For the NATIONAL BANK OF CHINA, LIMITED.
GEO. W. F. PLAYFAIR, Chief Manager.
For the MERCHANTS BANK OF INDIA, LIMITED.
JOHN THURBURN, Manager, Hongkong.
For the BANQUE DE L'INDO-CHINE, HONGKONG BRANCH.
L. BERNINAGUE, Acting Manager.
For the BANK OF CHINA & JAPAN, LIMITED.
J. C. BERGENDAHL, Manager.
For the YOKOHAMA SPECIE BANK, LIMITED.
TARO HODSUMI, Manager.
For the IMPERIAL BANK OF CHINA.
E. W. RUTER, Manager.
For the DEUTSCH-ASIATISCHE BANK.
H. SCHOTTLENDER, Acting Manager.
Hongkong, 19th December, 1900.

CHRISTMAS HOLIDAYS.
THE Undermentioned Insurance Offices will be CLOSED for the transaction of Public Business TO-DAY (TUESDAY) and TO-MORROW (WEDNESDAY), the 25th and 26th instant.
JARDINE, MATHESON & CO.
General Agents.
CANTON INSURANCE OFFICE, LIMITED, and General Managers, HONGKONG FIRE INSURANCE CO., LD. For the UNION INSURANCE SOCIETY OF CANTON, LIMITED.
W. J. SAUNDERS, Secretary.
For the NORTH CHINA INSURANCE CO., LIMITED.
W. H. PERCIVAL, Agent.
For the CHINA TRADING INSURANCE CO., LIMITED.
H. P. WADMAN, Acting Secretary.
For the YANGTZE INSURANCE ASSOCIATION, LIMITED.
SHEWAN, TOMES & CO., Agents.
For the CHINA FIRE INSURANCE CO., LD. GEO. L. TOMLIN, Secretary.
Hongkong, 20th December, 1900.

FOR SALE.
TWO POWERFUL HYDRAULIC PRESSES.
For further particulars, apply to—
MESSRS. LAUTS, WEGENER & CO.
Hongkong, 5th December, 1900.

INTIMATION.
GOLD MEDAL PARIS 1879 1889.
of Highest Quality and having Greatest Durability are therefore CHEAPEST.
JOSEPH GILLOTT'S PENS.
The Only Award
Chicago, 1893
NOMINEES FOR USE BY BANKS
Barrel Pens, 225, 226, 202
Slip Pens, 332, 306, 237, 100, 404, 7,000.
In Fine, Medium, and Broad Points
THE NEW TURNED-UP POINT, 1032, 2837

HOTELS.
HONGKONG HOTEL.
A First Class Hotel in every respect
Elegantly Furnished Reading, Music, and Smoking Rooms.
Dining Accommodation for 250 persons.
Hydraulic Elevators to every floor.
Cuisine of the best.
Hot and Cold Water throughout
Wines and Groceries imported specially from Europe and America.
Electric Lighting in the Billiard Rooms.
Wines, &c., cooled by Refrigerator.
All Hotel Linen washed on the premises by Machinery.
Bedroom Accommodation—132 rooms.
Fire Extinguishing Mains on every floor.
CHARGES MODERATE.

THE PEAK HOTEL.
City Office: 7, Duddell Street.
HOTEL CRAIGIEBURN.
PUNKETS GAP, THE PEAK, near the Tram Terminus.
Tel. 58.
For Terms, apply to the MANAGER.
Hongkong, 2nd July, 1900.

THE WAVERLEY HOTEL.
ICE HOUSE STREET, HONGKONG.
A FIRST-CLASS PRIVATE HOTEL.
Handsomely Furnished and Exceedingly Spacious Rooms.
Very MODERATE TERMS to FAMILIES by the DAY or MONTH.
THE CONNAUGHT HOTEL.
A FIRST CLASS HOTEL of 45 Bed-rooms, elegantly furnished.
The Hotel is situated near all the Banks and Principal Offices in the Colony.
Special Attention paid to the Comfort of Guests.
Cuisine excellent; under Experienced Management.
Terms Moderate.
A. FONSECA, Manager.
Hongkong, 1st December, 1899.

KOWLOON HOTEL.
THIS HOTEL is situated in a quiet locality, away from the din and disturbance of the City, and surrounded by a delightful Garden, it is an ideal place of Residence. The building stands on an eminence, giving a magnificent view of the Harbour and the City of Victoria. It is within easy access of the Kowloon Wharves, where the principal Mail Steamers disembark Passengers, and from which there is a regular ferry service to Hongkong.
Bowling Alleys and Billiards.
The Cuisine is Excellent.
J. W. OSBORNE, Proprietor.
J. H. DOWNS, Manager.
Hongkong, 8th September, 1900.

HING KEE HOTEL.
(ESTABLISHED 1873)
MACAO.
THIS First class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well-furnished Bed-rooms. Cuisine Excellent. Prompt Attendance.
Terms very Moderate.
L. HING KEE, Proprietor.
Telegraphic address "Hingkee" [1919]

AMERICAN SYSTEM OF DENTISTRY
AT
No. 39, QUEEN'S ROAD CENTRAL.
CHADWICK KEV
(LATE OF FOATE & NOBLE).
Hongkong, 15th September, 1899.

rial parasite in the blood of a fever patient? Has he seen the parasite in its various stages of development in the mosquito till it finally gets into the mosquito's salivary gland ready for injection into a human being? I think he cannot have seen them, else had he been a convert. And if he has not seen them, what right has he, may I ask, to pull off his old time views on an enlightened colony? Let him go and study the subject microscopically and otherwise, and after that perhaps he may be more fitted to teach the public through the columns of a daily paper. One thing is certain, and that is that malaria is a parasitic disease, and that the parasite is a living organism which has its habitat in man's blood corpuscles; it is taken up by mosquitoes with the blood, and in one species (anopheles) finds a suitable host in which to grow. In that mosquito it undergoes certain changes, increasing and multiplying and finally gets injected with the salivary secretion into whatever the mosquito bites. If it is a man, that man will probably get an attack of fever; not certainly, however, because the man may be sufficiently resistant, so that if he only gets a small dose of malarial germs his blood may succeed in preventing the malarial organism from growing. Of course this proves nothing against a possibility of some other way of entry, except that we find that nature is almost always uniform in her methods designed for the propagation of species. However, whether malaria can be got in some other way or not, we know for certain that it can be disseminated by anopheles mosquitoes. Surely then it is our duty to try and diminish malarial fever by getting rid of mosquitoes, even if we cannot hope to get rid of it altogether.

MEDICO.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 23rd December.

SIR.—Two of the many sequelae of malaria are pronounced irritability and an unwonted excitability. It must be pretty plain to the most casual even of your many readers that "Visitors" is suffering acutely from both these painful after-effects. He has formed his opinion as to the causes of the disease; and as, in his peregrinations about our sea-fretted, rock-shotten island home, he sees, on all sides, abundant evidence of Dr. Manson's theory being actively worked out, he unconsciously dies into a towering passion, and splutteringly confides his views unto you. May I be allowed to remind him that sobriety of language does not detract from the value of any statement, though never so have-been; whereas violent epithets, as an almost invariable rule, boomerang-like, return with most damaging effect? Temperance of expression is as admirable in the ephemeral production of a journalistic free lance, as in the signed article. The opposite quality, not infrequently leads to exaggeration, and, at times, even to self-contradiction. "Visitors" young men who have lived in the tropics for two or three years immune from malaria, though bitten by millions of mosquitoes ("Papa-mama verba"), prove him guilty of the failing first named: while cursory comparison of the loose-jointed first sentence of the second paragraph of his letter, with his flippant "word of warning" at the end of his remarkable lucubration, clearly convicts him of the second and more serious fault. He unctuously prides himself on being a "practical" man, on his "common sense" etc., etc., *ad nauseam*. The scientific man, for whom he makes no effort to disguise his vitriolic contempt, is nothing if not practical, and is, moreover, eminently gifted with a good fund of common sense. The main difference between the "man in the street" and the man of science is that the former applies his commonsense in a haphazard, off-hand style, while the latter does so in an orderly manner. Science, in its broadest meaning, is but the methodical and organised use of everyday commonsense knowledge.

"Visitors" should speak for himself, and not drag "all other practical men," like or loath, into the same net of entanglement that he himself is, ride the last three lines of his first precious paragraph. Personally, I strongly object to support him: and I imagine that others will also range themselves against him.

His letter contains several inaccuracies of fact. He says two men took part in the Ostia experiment. There were three—Drs. Sambon and G. S. Low, of the London School of Tropical Medicine, in addition to Signor Terzi. He says the experiment was not long enough. Indeed, Sir Orlando, why, the place chosen has so evil a reputation, that the inhabitants of Rome—which is quite near, while Hongkong is very far—consider that to sleep there is alone sufficient to contract severe fever. Not a few thought the three men above named incurred the gravest risks.

Again, "Visitors" reference to the Humphry Davy lamp, far from being the palpable hit intended, is an apt illustration of that cocksure, free-and-easy manner with which your ordinary practical individual blazes abroad his poor smattering of scientific information. As any coal-miner of experience can tell him, the safety of the lamp in question depends, not on the fallacious supposition that the wire gauze acts as a filter shutting-out the highly explosive mixture of light carburetted hydrogen and atmospheric air, but on the fact of its cooling properties. The dangerous mixture of gases, as is well known, actually enters the lamp and burns inside, but—this is where he has gone astray—the wire gauze so far cools the escaping products of combustion that they cannot heat to igniting point the mixture which is outside and in immediate contact with the miner's lamp. The mosquito-proof hut used in the Campagna experiment was no more of a filter to the surrounding night air than is the metal gauze of the coal miner's lamp to the deadly fire-damp. The three men breathed the same air inside their specially built hut as they would have done in an unprotected dwelling erected in the

same locality. They were fended off from mosquitoes only; hence their resulting freedom from malaria.

Any one who has intelligently followed the experiments that have been and that are still being carried on in connection with the deeply engrossing subject of malaria and mosquitoes, acknowledges that the female anopheles is the mere agent of transmission—nothing more. As to the ultimate source of the fever germ, that has yet to be discovered. The entire theory is at present but in its early infancy. We are undoubtedly on the threshold of astounding discoveries in this direction. Yellow fever has recently been traced in Cuba to inoculation by *Culex fasciatus*, a species of mosquito, particularly tiresome during the rains in certain regions. The *Philadelphia Medical Journal*, at the end of October, contained an interesting report of practically conclusive experiments made by the United States Army Surgeon in Cuba, demonstrating this fact. Three doctors allowed themselves to be bitten experimentally; all suffered from the disease, and one, a martyr to science if ever there was one—a mosquito-bite, or a mosquito-manic, "Visitors" in his uncharitable ignorance, would dub him—unhappily succumbed.

All kinds of theories to account for malaria have, at various times and in different localities, been propounded; and by turns practically every condition prevailing in malarial districts has been blamed. A given theory is, of course, acceptable as long as it satisfies observed phenomena. As soon as it fails to do so it is rejected. It is highly probable that malaria has no more to do with any of the three forms of malaria than opyocles have with planetary motions.

It was surely in delicate irony or veiled railery, Mr. Editor, that, in your Thursday's issue, you styled "Visitors" crowded-out communication interesting?

I might go through his extraordinary letter and traverse his statements in detail. I think, however, I have written enough to prove that he is not yet able to lead or guide us in the matter. He had far better stand humbly aside, and leave the task in the hands of those who are specially trained for the work.

Apologising for my length, and enclosing my card, I am, dear sir, yours, etc.,

RESIDENT.

THE TRAMWAYS COMPANY.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 24th December.

SIR.—In reply to the letter of to-day from the General Managers of the Tramways Co., I beg to state—

Firstly, the obvious and easiest remedy of my grievance is the erection of a platform on the east side of the line at Plantation Road Station and a slight alteration of the cars. This is not impossible.

Secondly, another remedy is a hoisting gangway similar to those used by the Ferry Company's double-deckers, to be raised and lowered as occasion required. This I am not sure about, but I think it possible.

Thirdly, there are five lines of rails at the Plantation Road Station, including the two rails for use by the trams. On the two rails nearest the present Station, place a small platform or trolley on wheels. The car on the eastern line would carry it up in a similar manner to the "dopresser" to the top-side station. It would bring it down again on the return journey, drop it by means of detachable gear at the Plantation Road Station, and when the car on the western rails arrived at this station on its upward journey, the trolley is there (the objectionable rope underneath it) for passengers to step on to before getting on to the platform. This car would then continue its journey up and down without in any way interfering with the suggested trolley.

I hope the explanation of my suggestion will be understood, if not, I shall be glad to call and see the General Managers and explain it fully. It may interest them to know that in the course of conversation with Messrs. Orange and Buyers, their consulting engineer and manager respectively, I put this last suggestion before them and they both considered it practicable.

I think there may be other ways of getting over the difficulty, but not being an engineer I am not able to suggest further.

Suffice it to say, "Where there's a will there's a way," and if the General Managers take the matter up seriously they will find a means of doing it and so earning the gratitude of a large number of the residents of the upper levels, including yours, &c.,

PEAKITE.

TO THE EDITOR OF THE "DAILY PRESS,"
Hongkong, 24th December.

SIR.—The letter from the General Managers of the above Company, as published in your columns of to-day's date, furnishes but another instance, if more were indeed needed, of their inexplicable reluctance to consider the comfort or convenience of those who help them to pay splendid dividends. It is so wholly characteristic of them to ask, publicly too, for gratuitous expert advice. After the magnificent returns of the working year just ended, their questionable policy of turning an absolutely deaf ear to what amounts to a serious grievance to passengers getting on and off at Plantation Road is, to say the least, more quixotic than ever. Yours, etc.,

HILLS.

HAIR PRESERVED AND BEAUTIFIED. The only reliable preserver and restorer of the hair is ROWLAND'S MACASSAR OIL, which, closely resembling the oily matter nature provides for nourishing and stimulating its growth, without which the hair becomes dry, thin, and brittle. It prevents baldness and scurf, strengthens the hair, and for children it lays the foundation of a luxuriant growth. Also in a golden colour for fair and golden-haired ladies and children. Ask Stores and Chemists for ROWLAND'S MACASSAR OIL, of Hatton Garden, London. [1492-1]

FUND IN AID OF SUFFERERS FROM THE TYPHOON.

The Hon. Treasurer begs to acknowledge receipt of the following amounts to the above Fund, and will be glad to receive further subscriptions—

Previously acknowledged £50 & \$17,352.20	
Robert Jack & Co.	250
Hongkong & Shanghai Bank	150
A. Bunjahn	100
Chi On	100
Chan Shek Shan	100
Wong Chuk Yau	100
Mok Tse Tsun	100
Pacific Mail S.S. Co. Comptroller	100
Leung Yau Po	100
Li Pak	100
Leung Shiu Lan	100
Wong Shiu Tang	100
Wai Lun Shok	100
Yung Hin Pong	100
Tang Cheuk Hong	100
Wau Ho	100
Yeung Lam Kee	100
Tsui Chan	100
Canton Insurance Office, Ltd.	100
Hongkong Fire Ins. Co., Ltd.	100
E. E. Telegraph Co.	100
Nam Cheong	70
Wo Lun	70
Loong Tai	60
Shun Hing	60
China Sugar Refg. Co., Ltd.	50
Cheong Loong	50
A. Tack & Co.	50
Wong Yu Chuen	50
Dodwell & Co., Ltd. Comptroller	50
Siemssen & Co. Comptroller	50
Brayley & Co. do.	50
Cheung Kam Tin	50
Tong Wan Chiu	50
Ming Kee	50
Yee Wo	40
Yuen Keng Yuen	30
Fook On Cheong	30
Fook Lee	30
Tai Chan	30
Kwong Hung Shing	30
Siu On Leong	30
Ta Wing	30
Kwong Yuen Shing	30
Kwong Fook Loong	25
Chi Chung Wo	25
Hang Tai	25
On Tai	25
Tan Cheong	25
Yee Keng Cheong Sing Kee	25
Yung Sing Leong	25
Loo Chun Kiu	25
S. J. David & Co. Comptroller	25
Ip Chuk Kai	25
Meyerink & Co. Comptroller	25
Wong Shu Tong	25
Wassanull Assanull	25
Ng Shi Chi	20
N. Y. K. Comptroller	20
Yokohama Specie Bank Comptroller	20
Arnold, Karberg & Co. Comptroller	20
Tong Lai Tsun	20
Leung Sing	20
C. A. Romano	20
A. H. Chiny	15
C. A. Cameroun	10
Hensermann, Herbst & Co.	10
Carlovitz & Co. Comptroller	10
Tak Lee	10
Kwong Wah Cheong	10
Cheung Loong	10
Yee On	10
A. Babington	10
Dr. Francis Clark	10
John Meier	10
E. Hohake	10
E. Thout	10
And. Gohemann	10
Dr. Gerlach	10
H. D. Jones	10
C. Hagg	5
A. Rodger	5
J. Meek	5
H. Webster	5
J. N. Macdonnell	5
L. C. de Rozario	5
J. J. Leiria	5
Aug. J. de Rosario	5
F. J. M. de Carvalho	5
H. M. Guterres	5
J. Woodcock	5
J. J. Bryan	5
E. G. Fligg	5
Dhanumal Chellaram	5
L. Noronha	5
C. Chee Bee	3
C. L.	3
J. M. E. Machado	3
A. C. More	3
J. Dickie	3
B. C. Postwall	3
R. D. Vania	2
F. P. V. Jorge	2
W. Flacher	2
E. D. Rogers	2
H. White	2
V. I. dos Remedios	2
L. G. d'Almeida Castro	2
A. Cameroun	2
A. Bain	2
T. Blair	2
R. Adam	2
J. Rodger	2
T. Bauk	2
J. Glyn	2
H. E. McKenzie	2
E. Smith	2
J. McCordale	2
C. Lee	2
J. Gallbreath	2
J. Lee	2
L. E. Brett	1
F. Fisher	1
W. H. Woolley	1
J. Reidie	1
H. J. Knight	1
A. Brown	1
F. Allen	1
P. O'Donnell	1
James D. Osmund	1
F. M. Froux	1
E. E. de Silva	1
P. M. N. de Silva	1
J. M. de Graca	1
F. M. P. de Graca	1
A. F. dos Remedios	1
A. J. M. Gomes	1
D. A. Cordeiro	1
J. A. de Brito	1
A. A. Alvares	1
V. F. V. Ribeiro	1
E. M. Roberts	1
A. A. de Roz	1
A. A. Alvares	1
E. E. de Silva	1
J. M. Gomes	1
J. F. C. de Roz	1
J. M. de Carvalho	1
C. M. P. Remedios	1
R. M. Roberts	1
J. M. S. Alves	1

A. M. P. Remedios	\$1
B. H. d'Ambrino	1
J. M. P. Silva	1
J. J. Monteiro	1
E. J. Figueiredo	1
F. M. de Graca	1
C. Danenberg	1
C. E. Osmund	1
G. F. Leon	1
H. Hyattman	1
D. A. Cordeiro	1
G. dos Remedios	1

\$50 & \$21,745.20

MR. T. H. WHITEHEAD ON CHINA.

Speaking at a dinner of the Imperial Liberal Council at the Hotel Cecil, London, on 12th ult., the Hon. T. H. Whitehead, said:—The foreign trade of China aggregates some £70,000,000 per annum, and the British Empire, including India, shares in this trade to the extent of about 60 per cent.—Having lived in the Far East upwards of twenty-six years, I have had a varied experience of China and the Chinese. The recent troubles in China were exceptional and should receive exceptional treatment at the hands of the British Government. The troubles were brought about by the European Powers annexing or stealing Chinese territory. Regarding affairs in the Celestial Kingdom there was no greater living authority than Sir Robert Hart, for many years Inspector General of the Imperial Chinese Maritime Customs, and his somewhat remarkable essay, "The Peking Legations, a national uprising and an international episode," in this month's *Fortnightly Review*, is deserving of careful study and every consideration. The China problem is one of the greatest the world has ever had to face, inasmuch as the European Powers have there to cope with about 25 per cent. of the total population of the world. The Chinese are a virile race, amenable to reason and most easily governed if skillfully guided. They can, be led but will not be driven. During my residence in Hongkong the British Bank Institution I have the honour to represent there has turned over with its Chinese customers commercial transactions aggregating many tens of millions of pounds sterling, and the bank has not lost a penny by any one of its Chinese constituents. It affords me great gratification to testify to the commercial solidity, the integrity, and the financial soundness of the Chinese merchant, trader, and banker. The Chinese behave in and are more friendly disposed to the British than to any other foreign power. With fiscal reform the trade of China is capable of almost immeasurable expansion, and fiscal reform would largely help in the solution of the China problem. In this connection Chinese statesmen would welcome skilful guidance from the British, as they know full well that England has accomplished in bringing about and establishing fiscal reform in Egypt. What is urgently needed in China is another Lord Cromer.

OFFICIAL REPORT OF THE GERMAN EXPEDITION.

The official report concerning the German Expeditionary Force to the Far East contains a number of interesting details which are now made known for the first time; 5,570 horses have been procured at the immense cost of £272,809. It was out of the question to send German horses to the Far East through the Red Sea and the tropics during the hottest season of the year, nor could China be reckoned upon to supply a sufficient number of serviceable horses. Arms, ammunition, and field appliances and the necessary food were got together. As this material had to be taken from the supplies stored up in case of war, steps will be taken to replace it by April 1, 1901. Only the material for two mountain batteries had to be bought, as it was not comprised in the army stores. The equipment of the force with arms, ammunition, and field appliances had been so well provided for, that no reserve reinforcements will probably be necessary. The food supply sent out with the force is sufficient to meet all demands for some long time, and in any case fresh supplies could be despatched from Germany before the present supplies came to an end. An adequate supply of winter clothing was provided in view of the difficulties of quick transport in China. Both the clothing and general equipment given out to every man were made in view of the special conditions of life on the voyage and also in China. Six field hospitals can accommodate 1,200 men, and tents for the sick, movable barracks, and wood for building barracks have also been taken out, and their use will furnish accommodation for 1,000 men. The hospital stores already in China will meet the wants of 3,000 sick and wounded for four months. The official report shows very clearly that the authorities have taken the greatest possible care in every direction to ensure the comfort of the German troops in China.

THE POLLARDS IN CALCUTTA.

We have received from a correspondent in Calcutta the following remarks, which will interest our readers, as the Pollard Company is so soon to visit us:—

After a lapse of over three years we have again Pollard's Lilliputian Opera Co. delighting us. The present company is the youngest, cleverest, and largest company ever brought to the East. The youngest performer is 5 and the eldest 13 years of age and the company numbers in all 49 members. They engage no local men, as they carry a full orchestra, limelight, and stage hands.

Their opening performance (*The Geisha*), attracted an enormous audience, and not a single person went away disappointed. Bright and sparkling from start to finish, the children seem to throw themselves heart and soul into their work, enjoying it by appearances as much as we. The darling of Calcutta is Miss Madge Williams, a mite of 6, who has taken us by storm from the moment she arrived by rickshaw as Molly Seymour. Miss Agnes Turner, whose experience of this world has been gained in 6 years and, by her rendering of *The French Maid*, shows herself to be a born little dancer and actress. Master Willie Pollard, aged 9, is Wan Hi, and his antics, by play and gestures make one leave with the side aching from laughter. But to crown it all, we find a midget of 5, Miss Daphne Trot, as the midget, and it is really worth the price of admission to see that child alone. All the young performers are excellent, but the above are so much higher than the common that I could not pass them. The scenery and costumes were, as we are used to seeing them with Pollard's Co., very correct and lovely, every detail being attended to. Another thing was much appreciated, and that was the excellence of the company's own orchestra brought from Australia. This consists of two violins, flute, clarinet, cornet, French horn, and bass, and they play as an operatic orchestra would. The Lilliputians' next performance is *The Belle of New York*, for which we are waiting anxiously.

ANOTHER TRIBUTE TO THE MERCHANT SERVICE.

The following letter has been received by the Merchant Service Guild, the same having been addressed to the captains of the transport steamers by Captain Sir Edward Chichester, R.N., the principal Transport Officer in South Africa, previous to his departure for home:—

Naval Transport Office, Capetown.

"Before relinquishing my position of Principal Transport Officer in South Africa, I desire to convey to the masters of the several transports who have come under my orders, my appreciation of the ability displayed by, and co-operation received from, the masters, officers, and crews, and in bidding them farewell, and wishing them future prosperity, I wish to express my pride at having been associated with the magnificent mercantile fleet which has conveyed the Army to South Africa with such expedition, satisfaction, and safety."

"E. CHICHESTER, Captain, R.N., Principal Transport Officer, South Africa."

RUSSIA AND MANCHURIA.

The *Daily Mail* correspondent in Paris says it is believed in well-informed quarters in that city that a secret treaty has been concluded between Russia and China with respect to Manchuria. This treaty was discussed at the recent visit paid by the Chinese Minister to the Russian Court at Yalta, in the Caucasus, where the Tsar and Count Lamsdorf were staying. This treaty is believed to ensure, to the fullest possible extent, the Russian military occupation of Manchuria, which will remain Chinese in name, thus avoiding the charge of annexation. Concessions will be granted to Russian subjects only, and it is on this point that Russian agreement is likely to be tested.

The correspondent of the *New York Times* asserts that the Russian troops are not thinking of a campaign in Mongolia and are carrying out no military operations in Manchuria, but are confining themselves strictly to the protection of the territory belonging to the Manchurian Railway. The correspondent also declares that the Governor-General, the divisional officers, and the chief engineer of the railway, are earnestly endeavouring to restore good relations between Russians and Chinese, and that the Chinese have returned to the railway and resumed work.

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Apply to—
EDWARD OSBORNE,
Secretary,
Hongkong & Godown Co., Ltd.
Wharf & Godown Co., Ltd.
Hongkong, 6th December, 1900. [30-0]

TO LET.

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Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 9th October, 1900. [61]

TO LET.

FOR SIX MONTHS FROM NEXT SPRING, A FURNISHED HOUSE, near 150wan Road, 5 Rooms.
Apply to—
Care of Office of this Paper.
Hongkong, 5th December, 1900. [3072]

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8, Beaconsfield Arcade.
Hongkong, 6th November, 1900. [2622]

TO LET.

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Apply to—
S. J. DAVID & CO.
Hongkong, 16th July, 1900. [1945]

TO LET.

NO. 6, RICHMOND TERRACE.
Apply to—
HUMPHREYS ESTATE AND FINANCE CO., LIMITED.
Hongkong, 31st October, 1900. [2545]

TO LET.

FURNISHED HOUSE in KOWLOON for seven months, from the end of March, 1901.
Apply to—
MORE & SEIMUND.
Hongkong, 20th December, 1900. [3211]

TO LET.

BISNEE VILLA, POKEFULUM ROAD.
Apply to—
Linstead & Davis.
Hongkong, 1st December, 1900. [3023]

BOARD AND RESIDENCE.

MRS. GILL AND SONS
"GLENWOOD,"
21, CAINE ST. A.D.
Hongkong, 20th September, 1900. [2457]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Polder's Hill.
Hongkong, 1st January, 1892.

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,
"VERITAS,"
BRACH ROAD WEST, FELIXSTOWN, SUFFOLK, ENGLAND.
Hongkong, 28th August, 1900. [2253]

INSURANCES.

SALAMANDER FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [1023]

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The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 16th November, 1872. [21]

PHENIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.

DOUGLAS LARBAIK & CO.,
Agents for the Phoenix Fire Office,
Hongkong, 17th August, 1887. [27]

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The Undersigned AGENTS of the above Company are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO.,
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Hongkong, 29th May, 1895. [26]

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FOUNDED 1710.
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SIEMSEN & CO.,
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Hongkong, 16th May, 1892. [52]

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"	"	3	"	34
"	"	6	"	24

T. P. COCHRANE,
P. Manager, Hongkong.
Hongkong, 15th October, 1900. (21)

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(INCORPORATED BY SPECIAL IMPERIAL
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Head Office Manager: HIROMI KAWASAKI,
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Tientsin, 5th October, 1900. [139]
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Hongkong, 21st November, 1900. [758]

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Hongkong, 10th November, 1900. [2361

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B. J. BARLOW.
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Hongkong, 16th August, 1900. '221

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BY AN OLD POETRY.

THE WEALTH OF THE YORKSHIRE
CRICKET CLUB.

A successful team, whether it be at cricket or football, polo, or hockey, commands the public, takes the populace by storm, and succeeds in extracting money from the people's purse. It must not be assumed that I consider hard cash as the only measure of success in the world of sport, but unfortunately the current coin of the realm is an essential if the highest form of any great pastime is to be pursued in a manner that must commend itself to all who have broad sympathies. It is perfectly possible for either a poor man or a struggling club to have the finest sporting tastes and instincts—but money brings opportunities of doing good and setting the best possible example. If the individual is merely the steward of wealth during his earthly probation—so much the more is a club a collective instrument to dispose of its funds in the best interests of the pastime with which it is associated. These remarks are prompted by a careful study of the balance-sheet of the Yorkshire County Cricket Club, which was presented to the members at the annual meeting in Leeds last month. The average man who picked up his paper and sees at a glance that the Yorkshire executive is worth over £20,000, has left £5,000 to the Sheffield Corporation at 3 per cent. and £2,500 to Bradford at the same rate of interest, and has bordering upon £2,000 at the bank, will shrug his shoulders and declare that they ought to be the champion county with all this money. But, my good friend, let me remind you that this is not a trading concern; this is not a case of buying in the cheapest market and selling in the dearest; this is not an instance of purchasing players and gaining the artificial attraction of a great shire by foreign talent. There is a sum of £9,000 belonging to Yorkshire, but it has been obtained by Yorkshiremen and is being used for the benefit of the game.

GREAT GROWTH OF MEMBERSHIP.

Great county as Yorkshire is, the club has not always been in such a prosperous condition, and has not always had the finest county team—at least of modern times. A decade since Yorkshire was comparatively poor both in money and players—but the club was reconstituted, and has built itself up by splendid managerial capacity, by the personality of Lord Hawke, and by the genius and grit of its players. But I want to look at money matters at the outset. The first report under the new constitution of Yorkshire was presented to the annual meeting at Sheffield on March 9, 1893, when the total income was £3,399 10s. 11d., of which £3,221 15s. 11d. was received from fourteen matches decided in the county, and only £178 4s. from subscriptions. Just look on this picture: the total income for 1900 was £8,692 17s. 4d., eighteen matches (despite wet weather and very serious losses on some fixtures) producing £5,577 16s. 11d., while the subscriptions have risen from the insignificant sum of £178 4s. to £2,588 7s. 6d. The latter item is after all the great measure of the hold cricket has obtained in the county, for a strong subscription list is the backbone of a club, and tends to make it less dependent upon the vagaries of our climate. When Surrey has over 4,000 members, Lancashire about 3,000 and Yorkshire over 2,500—there is a solid basis to work on. Of course, considering the size of the county, Yorkshire ought to have even more yearly supporters—but when we compare £172 4s. and £2,588 7s. 6d., the committee have every reason to be gratified at the progress made.

THE BALANCE SHEET YEARLY.

But it is interesting to see how the accumu-
lated wealth of the club has been built up. At the end of 1892 the balance in hand was £491 15s. 3d. In 1893 this was increased to £766 12s. 7d., in 1894 to £1,281 5s. 9d., in 1895 to £2,676 9s. 5d., in 1896 to £2,424 2s. 5d., in 1897 to £2,271 0s. 11d., in 1898 to £2,695 18s. 2d., in 1899 to £9,133 15s. 7d., and in 1900 to £9,353 14s. 5d. The favourable balance of £518 in 1894 jumped up to £1,395 in 1895, £1,568 in 1896, £1,927 in 1897, £1,424 in 1898, and £2,424 in 1899 (the year of the last visit of the Australian cricketers), while this year, owing to the rainy season, the receipts only exceed the expenditure by £216 15s. 10d. Thus 1900 has been the worst financial period that Yorkshire has experienced for many years. But I want for a moment to point out that Yorkshire have paid £617 18s. 10d. towards winter salaries and to the Cricketers' Investment Fund, have given £500 towards Moorhouse's benefit, £200 to the family of the late Edmund Peate, £45 to various other benefits, £35 to old deserving cricketers, £160 to in benevolent grants, £50 subsidies to young players, £105 to the memorial of F. W. Milligan, the county amateur who was killed in action near Mafeking, and £100 towards the expenses of the West Indian cricketers—or a matter of £1,195 10s. dispensed with a free hand for such noble objects as rewarding past services and helping the cause of cricket generally. Had the club economised, knowing the way the weather was influencing their gates, they could easily have shown a balance of nearly £1,000—but Yorkshire believe that they will never weary of doing good. And yet the salaries and audit fees for a club which has so large an income amount to only £265 10s. What that grand old gentleman, Mr. J. B. Westinholm, the secretary, has done for York-
shire, nobody can tell, and in Mr. H. H. Stones he has an enthusiastic assistant whom I could not possibly praise too highly were I to labour the point.

GENEROUS TREATMENT OF PLAYERS.

Yorkshire have always treated their players well. They were the first county to system-
atically pay their professionals some remuneration during the winter. When we consider that a cricketer has only one-third of the year in which to gather his harvest, and that at best he

is never paid extravagantly, Yorkshire deserve the thanks of all paid players for the example they set. Many years ago I remember an official of Nottingham grumbling because George Bean went to Sussex, and the chief cause of his complaint was that Bean was induced to go South because he was assured an income during the winter, for services as a farm bailiff or some situation of that character. As Nottingham had no vacancy for Bean in their eleven, and could do nothing for him, I could not see what they had to growl about. Several of the poorer counties were much disturbed at Yorkshire giving winter pay, fearing that it would make their own men discontented as they were unable to follow suit, much as they would like to do so. In 1896 Yorkshire paid £200 for winter remuneration, while in 1897 the amount rose to £355, and in 1898 to £743—or over £100 per month. Owing to players being abroad the sum sank to £281 in 1899, but for 1900 the sum of £617 appears in the balance-sheet, so that in five winters Yorkshire have paid £2,175 for winter pay. I fancy that some of the other leading counties keep their men during this trying time for most cricketers, but like Brer Fox when he set-up the Tar Baby, they "lay low and say nothing" about it for various reasons. But Yorkshire are inclined to give subsidies to young players, and to make a loan to a deserving professional if necessity exists, while they established two years ago a Pension Fund to help old Yorkshire cricketers in their declining years. The executive must have skill and good conduct on the part of players—whether young or old—but given these recommendations no niggard hand is betrayed in dealing with them. For instance, as Yorkshire won the county championship last year every professional was presented with £20, and at next Tuesday's gathering a silver cup is also to be given to each member of the team—not to the amateurs only. But in addition the players have been rewarded—not with talent money on a stereotyped plan, but with honours on the basis of marks awarded by the captain—the system I advocated last week as fatal to those miserable men the average hunters. Moreover Yorkshire have a great idea of encouraging and developing their second eleven, and although they lost £428 11s. 2d. last summer in the experiment they are not easily deterred from any course when once they have resolved upon it. But apart from the generous treatment of their players Yorkshire deserve well for the encouragement they have given to struggling counties and the way they have helped them into the first-class rank. By the way I hear that there is a considerable deficit in the balance-sheet of Worcestershire for 1900.

UNBEATEN COUNTY CRICKET TEAMS.

Before leaving the subject of Yorkshire cricket one must allude to the opening sentence of the annual report, which reads:—"It is with pleasure the committee congratulate the members and the team on the signal success of regaining the championship without losing a match." Yes, it is a signal achievement, for only six counties have not met with a disaster in the county tournament. In 1873 Nottingham lost a match, and the same can be said of them in 1884 to 1886. Gloucestershire had a similar experience in the seventies, for they were unbeaten in 1873, 1876, and 1877, while Lancashire were undefeated in 1881 and Yorkshire in 1900. In 1874 Derbyshire and in 1878 Middlesex were never vanquished, but their match list was then extremely small. Comparatively speaking, the performance of Yorkshire stands by itself in monumental relief, for the Tykes played 28 matches, or twice as many as the total engagements of any other county which has run through a season without a loss. When we consider the position of Yorkshire in 1899, 1890 and 1891 their establishment at the head of affairs is wonderful. No struggling county should ever despair. Yorkshire have discovered some very fine cricketers of late years, but there is no denying that the committee has been very patient with many men who have developed very slowly, or who have not fulfilled expectations in old years. As I have said before, patience is everything at cricket, and the remark applies with equal force to committee men as well as players.

THE CLAIMS OF CYCLISTS.

While I am in this financial vein it were well to refer to the question of taxation which looms so large before us at the present time. The Chancellor of the Exchequer holds out no hope of relief to the British taxpayer and even hints at increased national levies. But if Sir Michael Hicks-Beach wants a new source of revenue—every little helps—let him tax cyclists. It may be urged that this is a monstrous injustice—and that if we tax one form of sport, others ought not to escape. But the man who carries a gun and has dogs, who plies streams for salmon, and those who hunt, all have to pay to their country for the privilege in some form or another, so that the cyclist would not stand alone. But some of my opponents may say that cricket bats, footballs, cues, and rackets ought to be taxed just as much as playing-cards. I don't think so—because a cycle of any kind or construction is not a mere instrument for sport and play. A cycle is a vehicle—and when used as a luxury, as a means of pleasure, should be taxed just as a carriage. In my private opinion cyclists are the most unreasonable and selfish

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section of the community. At the present time they are asking the railway companies for facilities at ridiculous rates, they are objecting to tramway companies watering their lines, and municipalities watering their streets as they think fit, no broken glass must be scattered on the roads, and there must be universal lights for all vehicles. Some of these projects are very worthy—but what I want to point out is that the cyclists ask for every possible consideration from everybody—and they offer nothing in return.

SHOULD WHEELMEN BE TAXED?

The cyclists as a body want this, that and the other; but they object to taxation and registration. I strongly support both these projects. A small tax on cycles would enable wheelmen to help their country and would give them a right to be heard, a right to approach Parliamentary candidates and all those seeking local government offices. Registration is necessary in the interests of the public, for a cycle is a noiseless contraption fraught with considerable danger to the public. No honest cyclist can any more object to registration than to carrying a light, or a bell, or a trumpet. On the Continent cyclists have by no means such liberty as they have in England, for in many countries they have to satisfy the police that they can ride efficiently, they have to carry number plates, and they have to pay a special tax. I do not suppose that my remarks are likely to prove popular with wheelers; but they are made conscientiously in the interests of the community at large and of cyclists themselves. There is a cycle tax in France. It yielded £173,532 in 1899, the number of machines taxed being 538,856. In 1894 the number of machines licensed was 203,026, in 1895 256,084, in 1896 329,816, in 1897 408,969, in 1898 453,414, and in 1899, as already stated, 538,856. The tax has not retarded the growth of cycling, and a tax of half-a-crown a year would never be felt by any wheelman in Great Britain and Ireland. By all means let luxuries help to bear the white man's burden before we levy tolls of any kind upon necessities or upon a man's industry and ability.

A BENEFIT FOR AMBROSE LANGLEY.

The Sheffield Wednesday Football Club have decided to give a benefit to Langley, their well-known full back, and I hope that he will be rewarded by a well-filled purse. Ambrose Langley, the left back of Wednesday, is a native of Horncastle (Lincolnshire), where he was born on March 10th, 1870. He began to take part in our national winter pastime when sixteen, playing for Horncastle. From there he went to Boston for a very short time, and then joined Grimsby Town as a professional. After two seasons at the fishing port, he threw in his lot with Middlesbrough Ironopolis, from whence he removed to Sheffield Wednesday, and has been with them ever since—this being his eighth season with this organisation. It has been said that he is a rough player, but I have generally considered him a very fair back. A man who stands 5ft. 4 inches and weighs 14 stone 7lbs. cannot be as gentle as a baby in his movements. Remembering his physique I do not think that Langley is even inclined to use brute force, but if an opposing forward challenges him to a hard game Langley is nothing loth to take his own part. He is a fine tackler and a sure kick, has played for the English League against the Scottish League, and has been very near to obtaining his cap against Scotland in the great international match of the year. But quite apart from his general accomplishments as a genuine back I should like to ask any lover of football if he ever heard of Langley being suspended for disobeying training orders, or of being associated with any brawl or unseemly conduct. The Hon. Secretary of Sheffield Wednesday once told me that he was one of the best conducted players the Wednesday had ever had, and that he was a man who had never squandered his money. A professional footballer of this kind—and there are many of them—is worthy of recognition by the public.

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CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 14, 1901, at Noon.
THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU ON FRIDAY, the 28th December, at Noon.
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J. S. VAN BUREN, Agent.
Hongkong, 22nd December, 1900. [3]

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Hongkong, 20th December, 1900. [3219]

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Captain K. Hasegawa, will be despatched for the above ports on SUNDAY, the 30th inst., at DAYLIGHT.
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THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 24th December, 1900. [115]

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Hongkong, 17th December, 1900. [3189]

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For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE, Agents.
Hongkong, 21st December, 1900. [14]

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G. DE CHAMPEAUX, Agent.
Hongkong, 18th December, 1900. [2]

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COPTIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.
GALIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Feb. 23, 1901, at Noon.
THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 5th January, 1901, at Noon.
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Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.
For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 12th December, 1900. [14]

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Mar. 2, 1901, at Noon.
THE Twin-Screw Steamship
"NIPPON MARU,"
will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 12th January, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.
Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.
Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.
Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.
Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.
Particulars of the various routes can be had on application.
Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, 20th December, 1900. [5]

VESSELS ON THE BERTH.
OREGON AND ORIENTAL STEAMSHIP COMPANY.
IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.
PROPOSED SAILINGS FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.
THE Steamship
"ADATO,"
2,145, Captain J. McIntyre, will be despatched on or about 30th Dec., for PORTLAND (OR.) via MOJI, KOBE AND YOKOHAMA.
Through Bills of Lading issued to any point in the United States and Canada.
Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.
Value of same is required.
Consular Invoices, to accompany Cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).
For further information as to Freight rates, &c., apply to
ARNHOLD, KARBURG & CO., Agents.
Hongkong, 24th November, 1900. [2935]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
THE Steamship
"HUDSON,"
will be despatched for the above port about the end of December, and will be followed by the Steamship
"POLAR ST. JERNEN,"
about the middle of January, 1901.
For Freight, apply to
DODWELL & CO., LD., Agents.
Hongkong, 3rd December, 1900. [3045]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR FOCHOOW VIA SWATOW AND AMOY.
THE Company's Steamship
"AKASHI MARU,"
Captain K. Suzuki, will be despatched for the above ports on WEDNESDAY, the 2nd January, 1901.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA, Agents.
Hongkong, 20th December, 1900. [2524]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship
"BENGAL,"
Captain S. Barcham, carrying Her Majesty's Mails, will be despatched from this port Bombay on SATURDAY, the 5th January, at Noon, taking passengers and cargo for the above ports. Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent.
Hongkong, 24th December, 1900. [1]

SHEWAN TOMES & CO.'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE,"
will be despatched for the above port on or about the 5th January, 1901.
For Freight, apply to
SHEWAN, TOMES & CO., Agents.
Hongkong, 21st December, 1900. [2858]

FOR PORTLAND (ORE.) U.S.A.
Booking Cargo for SAN FRANCISCO, CAL. and OVERLAND COASTWISE PORTS of the UNITED STATES by Connecting Railroads.
THE Norwegian First Class Steamer
"SKARPSNO,"
Captain Tollefsen, will be despatched on or about the 10th January, 1901.
This steamer will be followed about the end of January by
The A.L. Steamship
"MONMOUTHSHIRE,"
Capt. Kennedy, and in February by
The A.L. Steamship
"INDRAVELL,"
For Freight or Passage, apply to
T. M. STEVENS & CO., Agents.
Hongkong, 21st December, 1900. [3236]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA AND JAPAN for the above Line are prepared to issue "THROUGH BILLS OF LADING" for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED, General Agents for China and Japan.
Hongkong, 4th August, 1897. [3081]

NOTICE TO CONSIGNEES.
NIPPON YUSEN KAISHA.
NOTICE TO CONSIGNEES.
FROM MIDDLESBROUGH, LONDON, PORT SAID, COLOMBO AND SINGAPORE.
THE Company's Steamship
"KANAGAWA MARU,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
Optional goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.
Goods not cleared by the 29th instant, will be subject to rent.
No Fire Insurance will be effected.
All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 1st prox., or claims in connection therewith will not be recognized.
NIPPON YUSEN KAISHA, Agents.
Hongkong, 22nd December, 1900. [3241]

FROM HAMBURG, PENANG, AND SINGAPORE.
THE H. A. L. Steamship
"SAMBIA,"
Captain Schmidt, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. TO-DAY, the 21st inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th instant will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th instant, at 3 P.M.
No Fire Insurance has been effected.
SIEMSEN & CO., Agents.
Hongkong, 21st December, 1900. [3231]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "QUEEN ADELAIDE."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LD., Agents.
Hongkong, 20th December, 1900. [10]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA."
FROM TACOMA, VICTORIA, YOKOHAMA AND KOBE.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED, Agents.
Hongkong, 20th December, 1900. [10]

THE P. & O. S. N. Co.'s Steamship
"CHUSAN."
FROM BOMBAY, COLOMBO AND STRAITS.
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.
This Vessel brings on Cargo—
From London, ex s.s. *Rome, Parramatta and Victoria*.
From Persian Gulf, ex s.s. *Pemba, Moshtar and Jung*.
Goods not cleared by the 30th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognized.
A. M. MARSHALL, Acting Superintendent.
Hongkong, 23rd December, 1900. [1]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour—
ADOLPH OBERG, American ship, Amesbury—Standard Oil Co.
DORIS OF FIVE, British str., Cox—Dudwell & Co., Limited.
AT THE SEAT OF WAR.
BEING an Account of the Doings of the 2nd BATT. ROYAL WELSH FUSILIERS in the NORTH CHINA CAMPAIGN, 1900.
Reprinted from the *Hongkong Daily Press*. Price—10 cents per copy cash.
Copies can be obtained at the Soldiers' Club, or of Booksellers.
Hongkong, 8th December, 1900. [3081]

INTIMATIONS.
SPECIAL ANNOUNCEMENT!
FIFTY-TWO SHORT COMPLETE STORIES FOR 1901.
THERE will be published weekly during 1901 in the HONGKONG DAILY PRESS a Series of SHORT STORIES written by the leading Novelists.
Each story is copyrighted and will be completed in two bi-weekly instalments. The following is the list of the Story Writers—
R. W. CHAMBERS.
MRS. L. T. MEADE.
SILAS K. HOCKING.
HELEN MATHERS.
REV. S. BARING-GOULD.
ARABELLA KENEALY.
GUY BODLEY.
MRS. ALEXANDER.
MORLEY ROBERTS.
THE QUEEN OF ROUMANIA.
ALGERNON GISSING.
KATHARINE S. MACQUOID.
FERGUS HUME.
MRS. C. N. WILLIAMSON.
HALLIWELL BUTLIFFE.
"RITA."
J. MARSHALL MATHER.
KATHARINE TYNAN.
A. ST. JOHN ADCOCK.
MARY LOVETT CAMERON.
WILLIAM WESTALL.
ADELINE SEBEANT.
FRED WISHAW.
JANE BARLOW.
TOM GALLON.
MAY CROMMELIN.
JAMES BAKER.
A. QUILLER-COCH.
A. J. WYSON.
THE LADY MIDDLETON.
From JANUARY to MARCH, 1901, the following will appear—
MORLEY ROBERTS, "The Pence of Ephraim."
CHRISTABEL COLERIDGE, "The Lady Dressmaker."
R. W. CHAMBERS, "The Market Hunter."
HELEN MATHERS, "At the Sign of the One Pound-Note."
HOWARD FRASE, "A Cargo of Tulips."
E. EVERETT-GREEN, "Sir Oliver's Hobby."
REV. S. BARING-GOULD, "A Dartmoor Idyll."
LUCY HARDY, "Supposed to have Founded at Sea."
JOHN FOSTER FRASE, "The Transformation of Theresa."
THE QUEEN OF ROUMANIA, "Decabal's Daughter."
H. J. ASHCROFT, "My Sailor Boy."
FRED WISHAW, "The Tontine of the Loyal Upholster."
BLANCHET WILLS (HANDLER), "A Personal Introduction."
R. W. CHAMBERS is the powerful novelist whose "The Red Republic" created much interest; HELEN MATHERS is a most brilliant lady story writer; MORLEY ROBERTS possesses an enthusiastic constituency; THE QUEEN OF ROUMANIA is represented by a most pleasing story; FRED WISHAW's clever novels have been prescribed by the Russian Government; the REV. S. BARING-GOULD is an ever welcome old favourite; HOWARD FRASE is known as "The Northern Klipping;" H. J. ASHCROFT is a new novelist of exceptional promise; and JOHN FOSTER FRASE contributes one of his strong stories. [3156]

BEKANTMACHUNG.
DIE EINTRAGUNGEN in das Handelsregister sowie anderweitige Bekanntmachungen des Kaiserlichen Konsulats werden im Jahre 1900 durch die Zeitungen "DER OSTASIATISCHE LLOYD" in Shanghai und "THE HONGKONG DAILY PRESS" in Hongkong veröffentlicht worden.
Canton den 27. December, 1899.
DER VERWESER DES KAISERLICHEN KONSULATS, ZIMMERMANN.
KOWLOON EXTENSION.
A NEW MAP OF HONGKONG, KOWLOON AND ADJACENT TERRITORIES showing the Boundary under the New Convention, with the Towns, Villages, &c. Prepared from Authoritative Sources and Printed in Colours. Price \$1.
To be had at Messrs. KELLY & WALSH, LD., Daily Press Office.
Hongkong, 28th October, 1898. [32]

FOR SALE.
FIFTY YEARS OF PROGRESS.
THE JUBILEE OF HONGKONG AS A BRITISH CROWN COLONY, BEING AN HISTORICAL SKETCH TO WHICH IS ADDED AN ACCOUNT OF THE CELEBRATIONS OF 21st to 24th JANUARY, 1891.
DESCRIPTION OF THE INDUSTRIES OF THE COLONY.
Royal 8vo, 48 pages.
Price 3s. Cash.
The Booksellers or Daily Press Office.
Hongkong, 27th January, 1891. [57]

